

## MAY MEAN KONA DEVELOPMENT

HILO, February 28.—W. W. Harris, manager of the Hawaiian Lumber Co., returned to Hilo in the steamer Kinau. Referring to the meeting of the Hawaiian Mahogany Lumber Co.'s directors in Honolulu he said:

"At the meeting on Tuesday an entirely new suggestion was brought forward as to shipment, and one which may involve the presence here of Mr. J. B. Castle, Mr. Shingle, Mr. Thurston and Mr. Hedemann, manager of the Honolulu Iron Works. They would come to look over the ground here, in Puna, at the volcano forest and in Kona. It would probably be a couple of days before this was decided. At any rate, I look for a settlement of the shipping question within a week."

The suggestion that a new shipping proposition has arisen that would bring Mr. Hedemann and Mr. Castle to Hawaii, the Herald says, may indicate an entirely new plan of operations in which Mr. Castle can, perhaps, include his large undertakings for the development of Kona with the projects of the Hawaiian Mahogany Lumber Company on this side of the Island of Hawaii.

### HOMESTEADS SECURED.

After twenty-one days' wait, from February 2 to February 21, the Spaniards and Hawaiians secured the farm lands, under agricultural leases, for which they had so long been waiting, all of them, perhaps, with one exception.

All the applicants were Hawaiians or newly-arrived Spaniards. They all had more gold coin than was needed and none of them seemed to know how much he had to pay. This indicated that they were dummies acting for others, especially as one man claimed that he had been paid five dollars a day all the time he had been waiting.

Besides the six months' rent paid in advance, Land Agent Williams collected \$630 as the value of improvements on some of the lots. The names of the applicants and their lots are as follows:

Upper Maula, North Hilo—  
Lot 54, 100 acres; appraised \$350. Improvements, \$150. Oliva Kahapo Bilo.  
Lot 55, 100 acres; appraised \$250. John Kekoi.  
Lot 56, 100 acres; appraised \$250. Antonio Cano.  
Lot 57, 100 acres; appraised \$350. Chas. Kameenui.  
Lot 59, 100 acres; appraised \$250. Improvements, \$10. Francisco Alvarado.  
Lot 64, 100 acres; appraised \$400. Improvements, \$470. Antonio Pretel.  
Hononu, S. Hilo—  
Lot 5, 26.95 acres; appraised \$161.70. Jacinta Estrella.  
Lot 6, 31.33 acres; appraised \$187.98. Man. E. Cordeiro.  
Lot 8, 31.69 acres; appraised \$190.14. Ant. J. Estrella.  
New Olua Tract, Puna—  
Lot 11, 49.54 acres; appraised \$173.39. Aug. Esser.  
Lot 226, 49.08 acres; appraised \$122.70. Not taken.

### LABOR UNION.

About forty Hawaiian laborers met in Firemen's hall on Saturday evening to discuss labor conditions in the island of Hawaii, and more particularly in the districts of North and South Hilo. The opinion of the meeting was that a labor union should be organized to protect the interests of Hawaiian laborers, especially against the employment of Japanese in positions that had been and could be satisfactorily filled by Hawaiians.

Most of the men present were workers on the county roads who are dissatisfied at being laid off when neither the South Hilo nor North Hilo district had been in debt.

David Ewaliko acted as temporary chairman of the meeting and the following committee was appointed to prepare a constitution and bylaws based upon those of the unions on the mainland: David Ewaliko, J. Kai Jr., J. P. Hale, S. K. Kahana, Henry West, Dan Kaihenul and J. K. Paahao. Among the principal speakers were Representative Kalaiwaa and J. P. Hale.

After the meeting, David Ewaliko told the Herald that it was not the intention to dabble in politics nor to interfere in any way with business or business men. The sole object of the organization was that the Hawaiians should help each other. If the haoles gave them work it was only right that they should buy their goods from the haoles stores and not patronize the Chinese stores. Then there could be no kick. The Chinese did not employ Hawaiians, yet got their business which was not right. What was wanted was to keep the Hawaiians together, get work for them and not have their jobs given to the Japanese.

### BERGER MAKES GOOD.

The Hilo March. Yes? Kapellmeister Captain H. Berger, National Guard of Hawaii has kept his promise to Hilo and to Hilo's citizens.

About three or four months ago Herr

Berger came to Hawaii for a couple of weeks' rest at the volcano. On the evening that he arrived here he conducted the Hilo band at the hotel grounds. Unfortunately he was taken suddenly ill when at the Volcano House and had to hurry down to the Hilo hospital where most of his vacation was passed. Many friends called upon him there, the most frequent visitor being Bandmaster Carvalho, of Hilo. The Honolulu leader appreciated the attention and, before leaving, promised Carvalho that he would compose and send to the local band a Hilo March.

Last month Captain Berger wrote to the Herald saying: "I have composed and arranged a march called Hilo, the title is that celebrated Hawaiian song Hilo Kupa Loke. I offer to the Herald the piano score and will arrange for the band scores."

But Captain Berger has done more than he promised. He has also sent to the Hilo band a complete band score of the Baseball March that he composed in honor of Mike Fisher and the Spalding team that visited Hawaii.

### OLD VIOLONCELLO.

There are probably not many old musical instruments in Hilo that have a history. Carl Smith has just secured a treasure, though it is only 142 years old. It is a 'cello that was made by Nicholas Augustus Chappuy in 1765. Tracing its history backward it is known to have been the property of the principal 'cellist in the Grand Opera at Paris. He owned it for many years. At his death it was sold by his executors and purchased by violin brokers in Chicago who had long been looking for such an instrument for Mr. Smith.

Poor old Joe Rosen had a violin that he prized very much. It was made by a German named Hopf upward of fifty years ago. An ugly instrument but Joe prized it for two reasons, its tone and because he picked it up for ten dollars. When Joe died and was buried at sea, three days out from Honolulu, his effects were taken good care of and turned over to the Order of Eagles in San Francisco, among them being the old violin. Joe left a brother and sister living, the brother in Germany and the sister in Egypt.

### ITEMS.

A large Japanese fishing boat is being built in the old Hackfeld wharf that will eclipse anything of the sort that makes its headquarters in Hilo. The new boat is modeled after the regular Japanese fishing boat style. It is about forty-five feet long, twelve feet wide amidships and there 21-4 feet deep, with six feet depth forward. It will be propelled by a gasoline engine. The boat will carry from three to four tons of fish.

"The younger Japanese who are being brought up and educated in the Territory of Hawaii are adopting Christianity as their religion, rather than adhering to the old Buddhist religion of their own country." This remark was made to the Herald by Rev. K. Higuchi of the Hilo Christian church, who accounts for the change in the religious belief of the younger Japanese, or their voluntary adoption of Christianity in their youth, as the result of emigration, settlement or birth in a new and larger country, enlightenment, the effects of a greater civilization, and of American education.

Little David de Reis, aged nine months, died suddenly of congenital heart disease at his parents' home, Paukan, last Friday morning. He was playing cheerily and happily as usual when he suddenly toppled over, breathing heavily, then slower and slower till breath came no more.

A meeting of plantation managers was held in Hilo last week, to discuss new veterinary regulations, some of which were deemed impracticable and unsatisfactory, and it is believed that the Territorial Veterinarian will be willing to meet the views expressed at the meeting. Arrangements have been made so that livestock, arriving here by the Enterprise next week, may be examined in Hilo.

Watanabe Naodo fell over the cliff near Wainaku mill and was instantly killed, his skull being badly fractured and body bruised. He started to go fishing on Sunday morning and lost his balance when going down to the rocks near the sea.

Antone Rodrigues of the Hilo candy store reported to the police last Saturday that he had been robbed of \$60 in coin, the money being taken from the pocket of his trousers while he slept in the night.

The Honolulu Iron Works has expressed surprise at the action of the Board of Supervisors in refusing to pay six months' interest on its long-delayed bill for a rock crusher, and hopes the board will reconsider its decision.

S. Enoye paid \$10 and costs for violating the Sunday law on the last Sabbath. Only five days previously it cost him \$50 to peddle without a license.

The Chinese wash-house strike is broken.

### QUININE THAT DOES NOT AFFECT THE HEAD

LAXATIVE BROMO Quinine Tablets for Colds, Grip, Influenza or any Catarrhal disorders, Headache and Feverish or Malarious conditions. E. W. Grove's signature on every box. Made by PARIS MEDICINE CO., Saint Louis, U. S. of A.

## TAKEN IN BY GOV. CLEGHORN

"General" Hollister, who writes the intensely interesting letter printed below, was a schoolmate of Brother Dutton and his comrade through the War of the Rebellion. He is author of "Navajo and His Blanket." This letter comes to the Advertiser through the courtesy of Miss Anne Marie Prescott, editor of the Honolulu Times.

Denver, Colorado, Feb. 6, 1908. Brother Joseph Dutton, Kalawao, Molokai, H. T.

My Dear Dutton: I acknowledge receipt of "Picturesque Honolulu" from your hands, for which I thank you very much. It is a very interesting document and the Promotion Committee seem to be doing a good work. I took such a fancy to Honolulu while there three or four years ago that I build "air castles" once in awhile, thinking that if my fortune will ever permit I will quit work and go out there and "finish up" in that beautiful climate. There is so much there that I am perfectly in harmony with. It is such a lazy country, and the natives are so good-natured, and the sea bathing so fine, and the horticultural products all have a charm for me, and the morning air is like old wine. I know it is foolish for old men to be building "castles in the air," but sometimes we can at least lay the foundations and doing that much.

I must relate a little incident: We landed at Honolulu on March 27th about 2 p. m. We could not get any rooms at the Royal Hawaiian Hotel on account of a big bunch of Cook's tourists having engaged rooms at the hotel, so we drove out to Waikiki and stopped at the Moana Hotel. As we were much interested in the growth of vegetation, we asked where we would find a good representative garden, as we would like to look it over as we were to sail in the morning. We were informed that the best thing of the kind was that of ex-Governor Cleghorn, but that he would not permit strangers on his grounds. We concluded that we would go down and "look over the fence" any way. On our arrival we found the great big gate open, and we walked in and down the road, following the winding paths around the place until we were pretty well satisfied, and as we were coming out at the gate we met the gentleman. I explained to him that we were intruders, but that, in passing, the beauty of the place was so great that we could not resist going in. I then introduced my friend as "Colonel" Kirkpatrick, and he in turn introduced me as "General" Hollister. Whether the titles impressed the old gentleman, or whether it was our courtesy in begging pardon for the intrusion, I do not know, but he asked us to go back with him. We spent an hour in going around his beautiful ten-acre plantation, and he explained to us, and gave to us the names of all the tropical vegetation growing there; he told us how old the banyan tree was that covered his bungalow, and when he planted the coconut trees that are now in full bearing, and wound up by taking us into his house where he had a very large room, which, as I now remember it, was fifty or sixty feet square, furnished very richly, and in which he had a very fine collection of old Hawaiian curios in which I was very much interested. Then he rang a bell and a Jap woman came out, and he said something to her in Hawaiian, which we understood later must have been "Scotch whiskey and cigars," as that is what she brought out. We sat down and drank and smoked and chatted, and went away highly impressed with the hospitality and courtesy of the man whom we had been cautioned not to intrude upon.

On our return we were there ten days and visited all the interesting points mentioned in the publication. Went out to the sugar cane fields and mills, and out to the Pali where the wind blows about 100 miles an hour all the time, and where my friend lost his hat, which, I suppose, is somewhere near the Samoan Islands by this time. We were obliged to hitch our horses in a sheltered place, and it was with the utmost difficulty that we could get up the road, by hugging close to the wall, and look over the cliff out to sea. It was a beautiful sight. I believe the wind always blows there, and it is a terror.

We have been talking lately of making a trip out there next winter if things come our way. Some friends of ours want to go and wish us to join them. I do not know whether I could spend a week in Honolulu again without going over to Kalawao or not. I would have to have your permission first. The way I feel about it, it would be one of the crowning events of my life to spend a day with you at Kalawao.

Captain Norcross has sold out his Janesville residence and seems to be "on the wing" most of the time, he and his new wife. I just have a letter from him. They are spending the winter in Thomasville, Georgia. I have a new dahlia, a seedling of my own, which I named "Mrs. Norcross." I

## A CONCESSION MADE BY SCHWERIN

The Pacific Mail Steamship Company will reserve staterooms on its American-bound steamships, to the extent of ten staterooms, for passengers from Honolulu who have bought round trip tickets from San Francisco to the Islands and back, and for lay-over passengers from other steamers of that line.

A concession to that extent has been secured from General Manager Schwerin to the demand on the part of the traveling public that if they come to Honolulu, or if they lay-over here they shall have some assurance of being able to get accommodations from Honolulu to San Francisco on a steamship of that line.

This announcement was made by L. A. Thurston and R. W. Shingle to a meeting of the trustees of the Chamber of Commerce yesterday afternoon. Mr. Pfotenhauer of H. Hackfeld & Co., the agents of the Pacific Mail, stated that they had received instructions from the company to the same effect.

The meeting of the trustees was called to hear this report from Mr. Thurston and Mr. Shingle, it having been secured as a result of their efforts while in San Francisco, and they had promised Mr. Schwerin to refer it to the commercial bodies of Honolulu. Mr. Shingle, speaking first, read the following statement he had prepared as to the results of his trip to Mr. Thurston to make a detailed statement of the representations and efforts made of which this was the result:

"On the morning of February 12th, Mr. Schwerin notified me that acting upon representations made to him by Mr. Thurston and myself, he had decided to put into immediate effect a policy whereby round-trip passengers originating at San Francisco, would be entitled to specific quarters on Pacific Mail boats returning from Honolulu homeward bound.

"Mr. Schwerin stated that a limited number of accommodations would be held in reserve for the benefit of holders of round-trip tickets, and while he did not inform me of the exact number, I am inclined to believe as many as ten desirable staterooms will be the extent, for the reason that this was the number suggested by Mr. Thurston and myself at our previous interview.

"At the time of making this announcement to me, Mr. Schwerin called in Mr. Kerrell, General Passenger and Ticket Agent of the Pacific Mail, and gave orders to issue round-trip tickets to several tourists who were booked for the Siberia March 10, provided they would be assured comfortable accommodations on the Mongolia due to leave Honolulu on March 28th, bound for San Francisco.

"Mr. Schwerin then informed me that under the proposed arrangement the staterooms so reserved would never be sold to passengers originating in the Orient beyond Honolulu, as long as there were holders of round-trip tickets in Honolulu to fill them; also that these staterooms would be held to the exclusion of Honolulu passengers, irrespective of early bookings. He further stated that should there be any complaint from Honolulu people against this discrimination, he would refer all such complaints to L. A. Thurston and R. W. Shingle. I immediately notified Mr. Schwerin that neither Mr. Thurston nor myself would assume any responsibility in the premises, but would report the matter to the Honolulu commercial bodies."

### MR. THURSTON'S TALK.

Mr. Thurston, relating the events that had led up to this, stated that last November he and Mr. Shingle had gone to the Coast on behalf of the Hawaiian Mahogany Lumber company, commissioned by the board of directors to make a contract for the transportation of the ties sold to the Santa Fe road, and authorized to use that contract as the basis for securing a steamship on the local run between the Islands and the Coast, fitted for passenger and fresh fruit traffic. To further this they were authorized by the lumber company to yield to the extent of a cent a tie in the freight contract, which would aggregate \$25,000, showing how far the lumber company was willing to go.

"We had conferences," said Mr. Thurston, "with representatives of the four companies engaged in carrying on steamship traffic with these Islands. The Oceanic company after the first of January said that what they would be able and willing to do would depend on whether the proposed subsidy bill, which extended to vessels of sixteen knots' speed the mail contract subsidies now limited to twenty knots' speed, passed Congress or not. If it did the company intended to convert its three large steamships into oil burners and put them on the Australian run again. In the meantime, if enough freight were guaranteed them they would put one or two of these vessels on the local run.

"Dearborn and Latham, the principal owners of the American-Hawaiian company, said that the passenger traffic between the Coast and Honolulu was one that they had been looking forward to, and they had expected to transform the Virginian into a passenger boat. But after expert advice had been taken it had been decided that she was not capable of being transformed into a passenger boat that would meet the requirements of the service. They had looked the American-Hawaiian over and

sometimes wonder if you are interested in gardening at all; that is to say, whether you would like to try to plant there some of our plants that have improved so much in late years, particularly the dahlia. If so, I would be glad to send you anything of the kind that you think you would like to experiment with. I believe it is planting season all the year around with you. I could not get the tubers out of the underground storage much before April 1st.

I did not start to write you a letter—I simply wanted to acknowledge receipt of the paper. Aloha.

U. S. HOLLISTER

lean market over for one that would but there was none such to be obtained. They had therefore determined to increase the passenger accommodations of the Nevada and the Nebraska and would reserve space to the extent of 200 tons for fresh fruit, providing the necessary ventilation.

"The Matson company said they were not prepared at the present time and under the present conditions to finance the enterprise of a local steamship of the requirements needed. Their new steamship, the Lurline, of 3500 tons, with accommodations for forty passengers would be in service June 1, and that would meet some of the requirements.

"With Mr. Schwerin we had a number of conferences, and he produced arguments from the statistics and experience of his own company to show that the thing was impossible. No local steamer would hold the passenger trade as against the large through steamers, unless it was as large as tons, or made much faster time. He showed that the China, whenever it sailed just before or just after one of the four large vessels, went with few passengers. She did not have enough passenger accommodations to meet the requirements of a local boat, besides not meeting the other requirements of size or speed.

"One day while in San Francisco, and after these conferences, Mr. Shingle received a telegram from a friend of his in Wyoming, an attorney for the Union Pacific Railway, asking him to secure him passage on the Korea, provided he could get assurance of accommodations to return on the Manchuria. If he could not get such assurance, he would forego his trip to the islands. Here was a concrete instance in point of what we had represented to Mr. Schwerin. Mr. Shingle took this telegram to Mr. Schwerin and pointed out to him that by giving the assurance asked for his company got the fare down and back, but, not giving it, his company lost the passenger altogether. Finally as a result of this representation Mr. Schwerin made the concession Mr. Shingle has reported to you. As we had no more authority to speak for the entire community than any other two individuals, we report this matter to you who do represent in a larger way the community.

"For my own part, I favor approving the concession. In some degree it may inconvenience the local passenger who books early for these vessels by giving the round-trip-ticket purchaser and the lay-over passenger the preference of these reserved cabins. But the fact that people are not able to get assurance of return accommodations is keeping them away. It is, if not killing the tourist business, at least preventing its growth. By accepting this, a tourist business will be developed that will in itself create the demand for a local boat. Without it the local boat can never come.

"While these matters were going on, the bill to permit steamships under other flags to carry passengers and perishable freight from the islands was introduced. The representatives of all four of the interested steamship companies opposed it at once. We represented to the American-Hawaiian that the Japanese were about to put on three additional large vessels under heavy Japanese subsidy. We represented to Mr. Dearborn that these vessels would develop a large passenger traffic at the expense of the Japanese subsidy. As the bill ended the exception to the coastwise prohibition at the end of six years, and made it possible to be ended sooner by the President, that business developed at the expense of the Japanese subsidy would fall to any American company that was prepared to take it up. Mr. Dearborn accepted this conclusion and withdrew his opposition. Mr. Matson did, also. Mr. Schwerin did practically. The Oceanic people said that they were opposed to it on principle, and hence did not feel that they could consent to it."

F. J. Lowrey asked Mr. Thurston if he thought this bill would pass. Mr. Thurston said he thought it would. E. D. Tenney asked what he thought about the chances of the ship subsidy bill. Mr. Thurston replied that he did not think anybody knew anything about it. There were those well informed who thought it would pass, and others equally well informed who thought it would not.

L. T. Peck asked if under the arrangement offered by Schwerin the passenger in buying his round-trip ticket for the islands had to nominate at that time the steamer on which he wished to return. Mr. Thurston replied that such was his understanding; that if he did not go on the steamer he nominated, he did not lose his rights under his round-trip ticket, but simply his special privilege of precedence over other would-be passengers.

W. M. Giffard said that persons buying such round-trip tickets and coming here might want to remain longer than they had intended, but would not, because of the special privilege given by this concession, and thus the islands would lose the benefit of their longer stay.

L. T. Peck said he knew of tourists now in the islands who were going back by the Manchuria, though they would like to remain longer, simply because they could not get assurance of accommodations on the next boat and must be back by a certain time.

At President Morgan's suggestion the matter was referred to a special committee of three to be appointed by the chair. Mr. E. I. Spalding making the motion.

President Morgan later appointed the following committee: F. J. Lowrey, chairman; L. Tenney Peck and A. W. T. Bottomley.

The same matter will be presented to the Merchants' Association.

### CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

This medicine is well known for its prompt cures of bowel complaint, which is always more or less prevalent at this season of the year. An attack of diarrhoea is liable to come on without warning, and if a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy is kept in the house all danger of serious illness may be avoided. For sale by Benson, Smith & Co., Ltd., agents for Hawaiian Islands.

## BOARD ADOPTS SCOTT'S PLAN

(From Wednesday's Advertiser.)

A meeting of the Board of Education was held yesterday afternoon. There were present Commissioners William Williamson (presiding), Mrs. J. M. Dowsett, S. M. Kanakani, C. J. Hutchins and J. J. Carden, School Agent Cox and Secretary Daisy Smith.

An application was received from Mrs. Louise Franklin Polson for certification of St. Mary's school under the private school section. It was deferred until the return of Superintendent Babbitt from the mainland.

A similar application from the Kindergarten Association with respect to the Castle Home, was likewise deferred. Miss McCriston having accepted the offered salary was appointed teacher at Kamalo, Molokai.

Mrs. W. M. Minton was appointed a teacher at Pohukaina school, Honolulu.

A petition from Manuel Silva and others for the removal of Mr. and Mrs. Taylor from the school at Kipahulu, Maui, was read. As it was addressed to Superintendent Babbitt, in whose absence the matter had first come up, the petition was tabled until his return. Several charges were preferred against Mr. Taylor, the first one being that he called boys thieves who were acquitted of theft in a court of justice.

A proposed exchange of land at Kaula with H. R. Hitchcock, the department giving 0.414 acre for 0.454 acre, was postponed until the Superintendent's return.

Principal M. M. Scott appeared before the Board to state the cause of naming the new Honolulu High School after President McKinley, placing a bust or medallion of him in the main corridor and establishing a library, all by way of carrying out the purpose of the McKinley Memorial Fund. Having presented the matter at a late meeting of the McKinley Memorial Committee, he was asked by that body to ascertain the views of the educational authorities.

Mr. Scott urged the necessity of having a library, something that no secondary school in California is without. It was desirable to have some large school called by a great American name. Sentiment, as he was in the habit of teaching, was mainly good when associated with high endeavor. If anyone had a right to feel sentimental over the High School it was he, who had been associated with it before most of the present scholars were born and who, at that very board, had given it its name.

In reply to Mr. Hutchins, the speaker gave some facts regarding the status of the fund to show what might be expected for a scientific equipment of the school.

Mr. Williamson, after Mr. Scott had withdrawn, expressed the opinion that the proposal was one of the best schemes for a McKinley memorial which had been put forward.

Miss reported orally the views of the High School Alumni on the question, a written report being on the way. They were opposed to the proposal as they feared it would lead to the disbandment of the association. If it was for the sake of the library the Alumni would undertake to raise the money for Professor Scott.

Mr. Kanakani was very much in favor of the scheme, provided the fund came in without being too much tied with conditions.

Mr. Hutchins favored the proposition and mentioned the naming of other fine schools in Honolulu after royal persons. Perhaps the fact that McKinley was the President when Hawaii was annexed would not appeal to some people, yet that was the historic fact and should not be an obstacle to securing a great benefit for the school.

Mrs. Dowsett said all that matter was in the past and should not be considered. If they could get the fund for the school the proposal should be cordially accepted.

Mr. Hutchins moved, Mr. Carden seconded and it was carried unanimously, that Professor Scott's scheme for the McKinley Memorial be approved by the Board.

## DIRECTOR SMITH FINDS MANA LAND VERY BAD

Director Jared G. Smith, of the Hawaii Experiment Station, has reported to Governor Frear on his inspection of the Mana land on Kauai, the sale of which on Knudsen Bros' application stands postponed owing to protests. He states there is not more than 100 acres of the 2000 which would be suitable for raising coconuts. The tract he regards as entirely unsuited for homesteading purposes, and he does not consider it even well adapted to the cultivation of sisal. There is a depth of three or four feet of sand on a stratum of very hard bed rock. Rainfalls are rare and the land is windwept. An artesian well flows 270,000 gallons a day with 18 grains of salt to the gallon, and when pumped will make 2,000,000 gallons with 49 grains of salt.

The proportion of salt is not killing for sugar cane irrigation, but Kekaha Sugar Co. found, on trial of the land, that the ground took so much water that irrigating it proved too expensive. Only a small portion of it could be irrigated, although that portion yielded five tons of sugar to the acre.

Governor Frear, while not yet having made a decision, thinks that Mr. Smith's report indicates that the Territory could not do better than carry out the original plan of sale.

### A FORGER OF CHECKS.

Some person or persons entered the store of the Greenwells at Kealahou and stole six blank checks. Two were presented, one for twenty-five dollars and one for fifteen, a few days after. Sheriff Baker has the matter in hand, and it is to be hoped the culprit will be punished. A man has been arrested who was employed some time ago on the ranch.